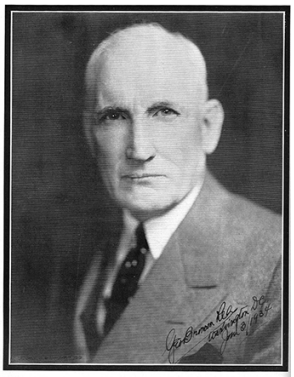
THE FAR EASTERN REVIEW – INDEXES & CONTENTS



Above : How the Covers Changed Over The Years (1904 -1941)

P. A. CRUSH CHINESE RAILWAY COLLECTION

The Publisher : George Bronson Rea (1869-1936)



"The Old Master"
GEORGE BRONSON REA

George Bronson Rea, who preferred to go by the name Bronson Rea, was an American of Scottish-Irish descent who was born in Brooklyn, New York. Bronson was his mother's maiden name. After studying mechanical engineering, he went to Cuba representing the interests of U.S. manufacturers of sugar mill equipment and oversaw the erection of new equipment sold to mill owners. When the Cubans revolted leading to the Spanish-American War, unable to sell and install any more milling equipment, Rea changed professions and became a correspondent reporting on the scene of conflict for the '*New York Herald'*.

At the end of the war, Rea moved to America's new possession of the Philippines Islands, where he took up residence and involved himself in the political life of the capital, Manila. There, he became a delegate of the Philippine government, lobbying Washington on behalf of Philippine business interests. He also founded The Far Eastern Review which was initially published in Manila. In 1906 he moved production of the journal to Shanghai and took up residence there, believing that prospects for American business might fare better in China. From this date his attention progressively turned away from the Philippines to the development of Chinese railways and industry and, of course, something he could seldom resist commenting on,…the local politics. Rea was soon espousing the cause of the Chinese revolutionists who brought about the downfall of the Qing dynasty. He became a trusted contact of Dr. Sun Yat-sen, offering technical advice on Sun's grand scheme for the construction of railways throughout China, having been appointed (1913-1914) as 'Advisor to the Chinese Minister of Railways'.

When World War I erupted and the U.S.A. had entered the war, Rea, whose visions of American capital financing much of China's railway system had come to nothing, returned to the United States to volunteer as a "fighting man" but age was against him (he was then 49). Instead of being sent to the front in France, he was given a commission as a Captain and sent as an assistant military attaché to Madrid. At the end of this war Rea once again renewed his acquaintance with Sun Yat-sen and acted as technical adviser to the Chinese Delegation to the Paris Peace Conference. But Sun was by then almost a spent man, with any residual power he might have held over China's future path and destiny slipping away, as the country splintered into regional warlordism and civil strife. Rea's attention and finally his loyalties next progressively shifted to the Japanese and he actively supported their plans for subjugation of the North Eastern Provinces, known in the West as Manchuria..

When Rea first produced this journal, his mission statement undertook to provide a comprehensive record of industrial, commercial, financial and resource development within the Philippines particularly, but also the rest of the Far East. This would provide unbiased intelligence for capitalists seeking opportunities for profitable investment openings in manufacturing and the extension of trade. The very first edition of June 1904, included an editorial statement of the magazine's "Policy", promising "*We have no space for long-winded political discussions, nor for gossip*" but regrettably as the years went by, Rea became personally guilty of doing completely the opposite. He commenced padding out his magazine with page after page of highly opinionated political comment, which quite honestly must have bored the pants off the many engineers and other technical professionals who were paid subscribers to the journal. The fast turnover of associate and deputy editors suggests he was probably a very difficult man to work for. By the late 1920s the journal had

P. A. CRUSH CHINESE RAILWAY COLLECTION

progressively drifted to being Japan-centric and in the 1930's Rea finally surrendered any remaining unbiased and independent loyalties by supporting the Japanese occupation of Manchuria and the subsequent creation of the puppet state of Manchoukuo[1], even accepting a post as "technical adviser". He had been planning to retire to Japan when he was struck down by throat cancer, dying while receiving treatment in a Baltimore hospital in November 1936. Nevertheless, notwithstanding the many broken promises within Rea's "Mission Statement", this journal provides a valuable, richly-illustrated and accurate documentary record of modern industrial development in the Far East during the early 20th century. The technical detail can be rated as highly reliable , attributable to the fact that many of the articles submitted for publication had been written personally by the Chief Engineers responsible for designing and building the projects being described. In spite of the editorial meandering over the years, Rea had kept this magazine financially afloat, but barely, by continual injection of his own capital and it is doubtful that he ever made a profit from its publication during a single year. Ignoring the journal's weaknesses, researchers of modern Asian history should still be grateful for Rea's efforts in creating this richly-illustrated record of modern industrial development in the Far East for some thirty-plus years of his life.

Journal Content

The journal[2] during its first four years was predominantly Philippine Islands (P.I.)-centric in its content and coverage, which is understandable since Rea founded his operation in Manila. Rea appeared enthusiastic, at least initially, about the U.S.A.'s commercial prospects in their recently acquired colony. However, it soon became evident that he felt that the Washington administration was not giving enough support to American investors in their possession and began engaging in argumentative politics concerning the issue of high trade tariffs charged on Philippine produce. Long detailed accounts of his Washington lobbying efforts began to take up space in the magazine[3] to the detriment of technical descriptions about new industrial and commercial developments within Asia, as had been promised to subscribers when the journal was first launched. The magazine did, however, progressively reduce the news about the Philippines and included wider content about industrial development in China and Japan and other areas of the Far East. This trend increased more rapidly following the opening of the publishing branch office in Shanghai in mid-1905. Both the printing and editorial work were also relocated to this China office, where it not only favoured more efficient printing and lower production costs but also made overseas postal distribution faster and more reliable. Shanghai had the well-established International Settlement (for over half a century) and there would have been an abundance of local Chinese clerks and print type-setters who were well-educated and fluent in the English language, unlike the Philippines where the educated had been schooled in Spanish prior to the American conquest. It would take another generation before many Filipino children would become competent in English. Shanghai was also a great centre for sourcing Asian news "gossip", probably much of which would be spread around freely at the infamous "Long Bar" of the Shanghai Club.

P. A. Crush
November 2020

Note [1] Manchoukuo is the original Wade -Giles romanization for 滿州國. Manchukou is now a commonly used variant

Notes [2] & [3] I acknowledge inconsistency in referring to this as both a journal & magazine. I am not sure which is the more accurate description. Rea actually registered his publication as a 'Newspaper' for postal purposes.

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Indexes and Lists of Contents

The methodology for the monthly listing of 'Contents' and the preparation of annual 'Indexes' for the yearly volumes was inconsistent throughout the lifetime of the journal. The publisher, George Bronson Rea, engaged a series of associate or deputy editors over the years and each incumbent brought changes to the indexing system. For an annual volume of twelve monthly issues, the indexes varied between a single sheet and as many as twelve pages. The organization of the magazine was also haphazard from month to month. The short & condensed reports appearing under the bold-typed heading " **Far Eastern Construction & Engineering News**" were separated into several sub-headings such as Railways, Personal (probably a mis-spelling for Personnel), Electric Lighting & Power, Buildings, Shipbuilding etc. However, these categories drifted from month to month and increasingly became intertwined under a general heading of Miscellaneous. Occasionally Railway-related news, for instance would appear under several different sub-categories. Researchers are, therefore, advised not to rely on the category headings.

There appear to be no monthly 'Contents' lists or annual 'Indexes. printed in the earliest issues of The Far Eastern Review, which commenced publication with Volume 1, Issue No.1 in June 1904. This situation is believed to have continued in all editions until Volume III , Issue No 4. of September 1906 when a short list appeared at the bottom of the left-hand column on the page bearing the Publisher's information.

The first evidence of an annual Index appears to be in Volume VI for the year June 1909 - May 1910 although it is possible that Index pages were published for earlier years but have not been observed. From March 1910 the outer covers also began to list the most prominent articles within the respective publications although usually a maximum of six articles were listed on the front covers.

There is also an inconsistency in the page numbering in Issue No.2 for July 1905 which commences with a new page 1 finishing on page 28, whereas issue No.3 for August commences with page 57. From this date on, page numbering continues counting up in each monthly issue within the respective annual volume. Numbering starts afresh with a new page 1 in the first monthly issue (labelled as "No.1") of the following annual volume. This system continued until the demise of the publication in 1941. Full-page advertisements were initially included within the magazine's consecutive page numbering but commencing with the 2nd.Volume in June 1905 the publisher introduced a separated page-numbering system for advertisement pages which were generally divided into two segments inserted at the front and rear of the main journal.

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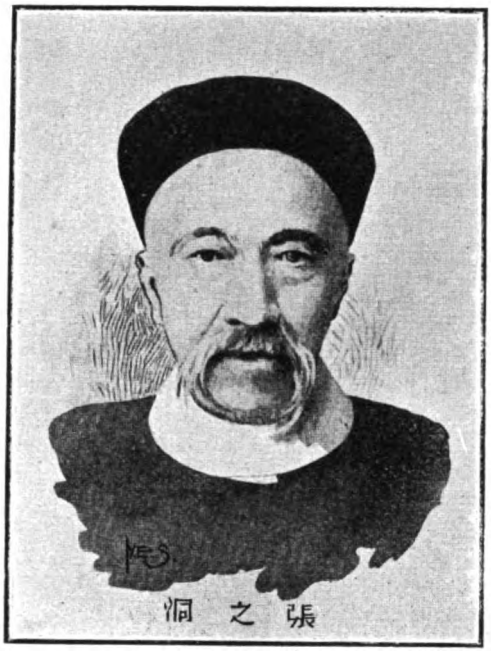
THE FAR EASTERN REVIEW

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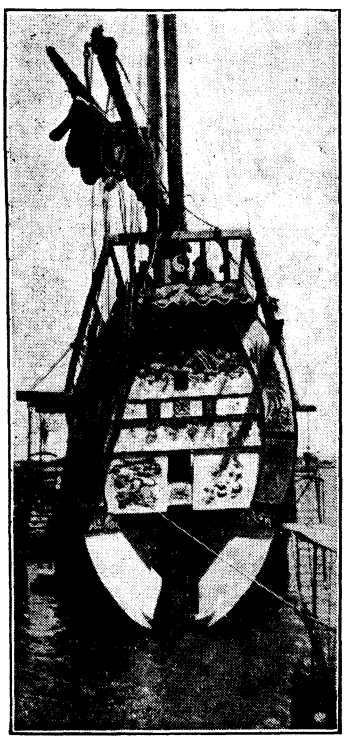
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A NINGPO JUNK ... Cover

Nearly every port has its own design in the building of junks, and the one on the cover bears features which are characteristic of junks from the port of Ningpo in Chekiang Province, including the opening across the top of the square bow, where the planks are not brought together. Carved and painted eyes are on either side, and it is the fond belief of the foreigner that these are added by the Chinese to give the vessel sight; but they were probably first used to give the boat the appearance of a fish, for some unknown reason—probably to propitiate the gods of the deep. Leeboards are frequently used over the sides of the vessels at amidships, and these with the rudder can be unshipped for passage through shallow water, while the masts are made to recline for clearance of bridges The sails are made of native brown canvas, stiffened with bamboos. The crew live in the poop, which not infrequently is decorated as in the accompanying photograph. "Junk" comes from the Javanese "jung,"—a large vessel.

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A CANAL SCENE IN KIANGSU PROVINCE ... ... Cover

Canals and waterways are the great means of communication in inland China, and the country is fretted with countless hundreds of artificial waterways which link up insignificant streams and so form long but shallow channels. Their maintenance is often left to chance, with the result that their proverbial shallowness has affected the design of Chinese boats to the extent that almost any depth of channel will suffice; and when the waterway becomes too badly silted for uninterrupted passage boatmen sometimes move their craft by joining forces and building successive temporary dams, like locks. Nevertheless, thousands of miles of artificial waterway are in use by vessels of light draft. Where canals pass through town or village the banks on either side are lined high with shops and houses, which often take advantage of the public waterway by verandahs or even rooms which jut over the banks. The bit shown in the scene on the cover is an example. The traveller by house-boat is charmed by frequent glimpses of native life in such spots, and his attention is held by scenes of endless interest as his boat is slowly poled or towed through long vistas of Chinese town and country. An interesting touch of native architecture is seen in the house in the right foreground—the front made of panels and doors fitted with translucent shells or fish scales which flood the house with soft light while keeping out the gaze of outsiders.

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AN IRON CHAIN BRIDGE IN YUNNAN ... ... Cover

"The main caravan route between Yunnanfu and Bhamo is kept open throughout the year because the large streams on the way are crossed by bridges, generally of the iron chain suspension type. . . Most of these bridges are well constructed and are kept up more or less in a fair state of repair. They are built of from nine to fourteen iron chains stretched across and solidly anchored on each side of the river, while the two large suspension chains are securely fastened to piers on either side. Planks are laid on the chains for a roadway, and although the bridges sway considerably they will carry a good load. Periodical inspections of these bridges are made, and whenever necessary huge windlass barrels are used to tighten the chains."—An Engineer's Journey Across Yunnan.

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The old stone foot-bridge on the cover is an artistic bit of Chinese bridge architecture some centuries old.

The Chinese throw these graceful bridges across their innumerable canals, creeks and streams throughout this vast land.

This one happens to be of stone, but they are frequently of swaying bamboo, or trunks of trees; or, what is a gem of primitive artistry, a single tree trunk with bamboo handrail, while out in the west much engineering skill is shown in the erection of great stone structures and suspension bridges of chains, iron, or bamboo.

There is a carelessness, almost an abandon in the simple construction of many of the quaint bridges in Kiangsu, but they never lack grace.

At sunset when dirt and squalor are mercifully softened they are most picturesque. One forgets then the muddy water swirling beneath and the filth of the shabby river craft.

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ENGINEERING FINANCE COMMERCE

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PATRICK GALLAGHER



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